

MD/JAG/FS/JT/18  
EB/JW

IN THE MATTER OF THE ILL-TREATMENT OF  
PRISONERS OF WAR COMMITTED IN THE "DAI NICH  
MARU" WHICH SAILED FROM SINGAPORE TO MOJI, JAPAN  
28 OCTOBER TO 27 NOVEMBER 1942.

A F F I D A V I T

I, No. 364908 Warrant Officer Harold Alfred PRITCHARD, R.A.F.,  
a Warrant Officer in the Regular Forces of the R.A.F., with permanent  
home address at 55, Corporation Road, Aldershot, Hants, MAKE OATH and  
say as follows:-

1. I was taken prisoner of war by the Japanese at GAROET, Java on 20 March 1942. I was despatched with a draft of prisoners of war from Batavia on 23 October 1942 and was trans-shipped on 28 October 1942 at Singapore to the DAI NICH MARU, a Japanese vessel of some 3,400 tons, which was built in the MITSUNOSHO ship yard, INKOSHIMA Island in 1916.
2. There were about 1,500 British prisoners of war aboard and the total complement, Japanese and British, was about 4,000 men in my estimation. These British prisoners of war were accommodated in four holds. I myself, was in the bottom of No. 2 Hold which contained 286 men, mostly R.A.F. personnel and some R.A. I personally measured this hold and the measurements were 60 ft. wide by 40 ft. long. In the hold was stored a large mound of wet iron ore clay and we had to arrange ourselves around this sloping mound. No man was able to lie fully stretched out nor could we lie flat down.
3. The voyage lasted for some 4 weeks and sickness prevailed after the first week's sailing. We were provided with a very small quantity of wet rice and dehydrated potato chips, dipped in hot water, twice daily at 1000 hrs and 1430 hrs - a ration which was totally inadequate. We each received only 1/3 pint of drinking water per day. There were no washing facilities of any kind. When we embarked we were clothed in shirts and shorts only. We had no change of clothing and no other clothing was issued aboard the vessel. The only provision for ventilation was the opening of the hatches on top of the hold during fair weather. On many occasions the hatches were closed for as long as two days at a time and during the last week the hatch was closed. There was no lighting arrangement in the hold and when the hatches were closed the hold was completely blacked out. The hold was also infested with rats. No exercise was permitted on deck. The latrine arrangements consisted of two boxes on deck for Holds Nos. 1 and 2, which were reached by a vertical ladder up the side of the hold. These latrine arrangements were totally inadequate for the number of men in these two holds. When men became too sick or weak to climb the vertical ladder they defaecated amongst the wet ore in the hold. Practically every man suffered from some form of enteritis or dysentery. Some 10 men died in No. 2 Hold and I was personally present at the burial of six of these at sea. Other men died in the other 3 holds, but I do not know how many. There was one Army medical officer aboard but he had practically no medicines or equipment. No /  
Japanese

Japanese medical assistance was provided. There appeared to be no medical equipment aboard as Japanese soldiers themselves approached the British medical officer for treatment. During the last week of the voyage some prisoners of war from No. 2 Hold who were suffering from continuous diarrhoea and dysentery were kept on the hatch of No. 2 Hold but these men suffered severely from exposure to cold as we neared Japan.

4. The vessel proceeded via Port Jaques, Saigon, to Formosa and from there to MOJI, Japan, arriving about 27 November 1942. On arrival some 40 men from No. 2 Hold were left in the hold when we disembarked as they were too weak to move. I do not know what happened to these after I left.

5. Many men died within a month of disembarkation as a direct result of the atrocious conditions and suffering aboard this vessel. No medical treatment was available on disembarkation at MOJI -- nor for some two months later. Deaths then ceased i.e. after we received medical treatment and care. The 1,500 prisoners of war aboard had all been selected as fit to travel when we embarked at Java and we were all fit when trans-shipped at SINGAPORE.

6. I do not know the names of any of the Japanese responsible for the embarkation or of any Japanese on board the vessel.

SWORN by the above named Harold Alfred	)	
Pritchard, at 6, Spring Gardens, in the	)	(Signed) H. A. Pritchard.
city of Westminster, this eleventh	)	
day of January, 1946.	)	

BEFORE ME

(signed) Rathoreedan,  
Captain Legal Staff,  
Mil. Dept. Office of the Judge Advocate General

I certify that this is a true copy the original affidavit

/s/ E. Beata, Capt.  
Office of the Judge Advocate

口 供 書

私英國航空隊常備軍下士官第三六四九〇八號「ハ  
ロルド・アルフレッド・ブリトヘード」

原籍地「ハンツ、アルダシヨット、コロネイシヨシ、ロード」

五五番地ハ眞實ヲナシ次ノコトヲ申シ述ブ

一、私ハ一九四二年（昭和十七年）三月廿日「シ  
ヤベ」ノ「ギヤロエト」デ日本軍ニ罽リ捕虜トナッ  
タ。私ハ一九四二年（昭和十七年）十月二十三日  
ニ「バタビヤ」カラ捕虜ノ一隊ト共ニ送ラレ同年  
十月二十八日「シンガポール」デ「大日丸」ニ乗  
リ換ヘサセラレタ。ソノ船ハ三、四〇〇トン位ノ  
日本船デ一九一六年大正五年「インノシマ」ノ「  
ミツノシヨ」造船所デ造ラレタモノデアル。

二、船ニハ約千五百名ノ英國人捕虜ガ乗ツテ居リ  
私ノ見積ツタトコロデハ日本人及英國人全体デ四  
千名位キタ。英國人捕虜ハ四ツノ船艙ニ收容サレ  
タ。私ハ二八六名入ツテキタ第二船艙ノ一番下ニ  
キタ、二八六名ノ中多クハ英國航空隊員デアツタ  
ガ英國陸軍ノモノモ多少キタ。私ハ自分デコノ船  
艙ヲ測ツテミタガ横六十フィートニ縦四十フィー  
トデアツタ船艙ノ中ニハ多クノ揺レタ鐵粗金ノ大

51414-2

キナ塊が潰シデアリ、私達ハソノ傾イタ山ノ廻リ  
ニ落テツカネベナラナカッタ。誰モスツカリ手足  
ヲノベシテネルコトモ出来ズ平ラニ横ニナルコト  
モ出来ナカッタ。

三、航海ハ約四週繼續キ、一週同役ニハ病氣ガ流  
行シ出シタ。私達ハ非常ニ少量ノ濡レタ米ト乾燥  
甚切レノ湯ニツケタモノヲ一日二回午前十時ト午後二  
時三十分ニ給與サントスデアルガ是ハ全く不充分  
デアッタ。私達ハ一日ニ一人當タツタ三分ノ一ベ  
イントノ飲料水シカモラヘナカッタ。手ヲ洗フ設  
備モ無ケレバ洗濯ノ設備モ全然ナカッタ。私達ハ  
乗船シタ時ニハシャットベシツダケシカ着テキナ  
カッタ。何等着換モ無ケレバ船中デ他ニ何モ支給  
シテ~~ス~~レナカッタ。

天氣ノ良イ時ニ艙口蓋ヲ開ケルコトガ唯一ノ通風  
設備デアッタ。幾度モ二日同位艙口蓋ヲ閉メ切ツ  
デアッタコトガアリ最後ノ一週同ハズット閉メタ  
マデアッタ。船艙ニハ燈ノ設備ヘナク艙口蓋ガ  
閉デラレルト船艙ハ全く眞暗ニナッタ。又船艙ハ  
鼠デ一バイデアッタ。甲板デノ体操ハ禁ジラレテ  
キタ。便所ハ第一及第二船艙ノタメニ甲板上ニ二  
ツノ箱ガ置イデアツテソコヘ行クニハ船艙ノ協カ

5144-3

ラ垂直ノ階段ヲ登ラネバナラナカツタ。  
 便所設備ハ二ツノ船倉ノ人数ノ割ニ余リニモ不充  
 分デアツタ。病氣ガ余リヒドカツタリ衰弱シテキ  
 テ垂直ノ階段ヲ登レナイモノハ船倉内ノ濡レタ粗  
 金ノ屑ニ用ヲ見シタ。殆ンド全部カ或ル種ノ腸炎  
 カ赤痢カニ苦シンデキタ。第二船倉デ十名バカリ  
 ガ死ンダガ私自身彼等ノうち六名ノ海葬ニ列席シ  
 タ。第三船倉デモ他に死ンダ者ガアツタガ何人ダ  
 カ知ラナイ。船中ニハ望醫ガ一人キタガ彼ハ殆ン  
 ド薬モ道具モ持ツテキナカツタ。日本側ノ醫療ノ  
 援助ハ何モ無カツタ。日本兵達デグヘモ英國軍醫  
 ノ手當ヲ受ケニ來テキタカラ船中ニハ醫療設備ガ  
 全々無カツタラシイ、航海ノ最後ノ一週間ニハ連  
 續的ニ下痢ト赤痢ニ悩マサレテキタ第二船倉ノ捕  
 虜達ガ第二船倉ノ倉口蓋ノ上ニオカレタガ日本ニ  
 近ヅクニ連レテ寒サニ晒サレテ語ク苦シンダノデ  
 アル。  
 四、船ハ西貢ノ「ポートジャク」ヲ經テ臺灣ニ向  
 ツタガソコカラ日本ノ門司ヘ向ヒ一九四二年（昭  
 和十七年）十二月廿七日頃着イタ。到着スルトキ  
 ニ船倉ノ約四十名バカリハ非常ニ弱ツテキテ動ケ  
 ナカツタノデ私達ノ下船スル時ニ残サレタ。

5144-4

私ハ彼ラガ取り殘サレテカラドウナツタカハ知ラ  
ナイ。

五、コノ船内ノ言語同斷テ狀態ト告シミガ直接原  
因トナツテ下船一ヶ月ノ内ニ多クノ人が死ンダ。  
門司テ下船シテモ醫療設備ハ無ク、ソノ後二ヶ月  
バカリズツト無カッタ。私達ガ醫療手當ヲ受ケル  
様ニナツテカラハ死亡スルモノカ無クナツタ。船  
内ノ千五百名ノ捕虜ハ全部「ジャリ」デ乗船シタ  
トキニハ丈夫デ旅行ニ適ニ得ル者トシテ扱ベレタ  
モノデ「シンガポール」デ船ヲ降り換ヘル時ニモ  
全部丈夫デアツタノデアル。